MOBILIZATION
The following criteria will be used when ordering aircraft: Note: (This information is referred in the <u>National Interagency Mobilization Guide, Chapter 50</u>):
➢ Airtankers: Loaded or empty (two hour maximum flight when loaded, except for VLATs).
➢ Timeliness.
➢ Cost Effectiveness.
➢ Performance specifications for density altitude/high altitude operations.
➢ Carded for local use or interagency use.
➢ Special applications such as; special-use flights, de-icing equipment, weather related instrumentation, pressurization etc.

AIRCRAFT SOURCES
Sources for aircraft in the Southern Area include:
➢ Agency aircraft
➢ Local exclusive use contract fixed wing and rotor wing aircraft
➢ USFS Regional Call When Needed (CWN) contract fixed wing and rotor wing aircraft
➢ Office of Aviation Services (OAS) On Call Aircraft Contract and Aircraft Rental Agreement (ARA) aircraft
➢ National CWN Contract Type I and Type II Helicopters
➢ National Contract Airtankers
➢ OAS contracted SEATs.

CARDING/APPROVALS
All aircraft and pilots must be approved and carded by either OAS or USFS for the contract they are working under. Aircraft and pilots requiring "special use" endorsement require inspection by a USFS or OAS authorized inspector. Point-to-Point only approvals are on Point-to-Point cards for both USFS and OAS.

AIRCRAFT SELECTION FACTORS
➢ **Day/Night**: A multi-engine or turbine powered single-engine aircraft is required whenever a passenger flight will be flown within the period beginning 30 minutes after legal sunset until 30 minutes before legal sunrise.
➢ **Instrument Flight Rules (IFR)/Visual Flight Rules (VFR)**: A multi-engine or turbine powered single-engine IFR approved aircraft is required whenever the flight will be in or is expected to be in IFR conditions. One pilot and a functioning autopilot or two pilots are required for IFR flights.
➢ **Passenger & Baggage Weight**: Be sure the aircraft has the weight capacity for the passengers, luggage or other material being transported. It is important to remember that weight is the limiting factor, not the number of passenger seats.
➢ **Aircraft Speed**: Check the schedules of the passengers to insure they can arrive on time in the aircraft selected. Generally aircraft speed isn't too important in short trips but becomes more important in long trips.
➢ **Airports**: Are the airports used in the flight suitable for the aircraft? Are the runways of adequate length? Is there fuel available for the aircraft? Will the elevation and air temperature of the airport affect the performance of the aircraft (density altitude)?
➢ **Cost**: A cost analysis must be completed for administrative flights. Normally this involves a comparison between commercial flights and agency owned aircraft but could involve a comparison between the various costs of charter aircraft.

DEMOBILIZATION
<u>Refer to the National Interagency Mobilization Guide, Chapter 50.</u>

Flight Following/resource tracking will be performed on all Government or exclusive use contract aircraft being demobilized. SACC Aircraft Desk may release chartered and CWN aircraft, order through the SACC Aircraft Desk, to the vendor without flight following provided no Government personnel or cargo is on board. All aircraft release information will be entered into ROSS.

FLIGHT MANAGEMENT PROCEDURES
Definitions:
➢ **Flight Manager**:
The person designated responsibility for all personnel assigned on a flight manifest until the destination is reached. The sending dispatcher supervises the position. Duties of the flight manager are outlined in the National Interagency Mobilization Guide.

➢ **Flight Categories**: There are two major categories of flight used by the agencies; "Point-to-Point" and "Special Use".
  o **Point-to-Point Flight** - A flight that typically originates at one developed airport/heliport, with the flight route being directly to another developed airport/heliport with no work performed in the air or a combination of in the air and on the ground. Point-to-Point flight may be administrative or non-administrative:
    • **Administrative Flight** - Point-to-Point flights that are not mission oriented or tactical in nature. They do not require the use of a resource order and typically involve the transport of people and/or cargo in the conduct of normal agency business.
    • **Non-Administrative Flight** - Point-to-Point flights conducted solely to transport people and/or cargo as a result of a resource order. These typically involve logistical movements of aircraft, overhead, crews, equipment and supplies. These flights can be emergency in nature, e.g., transporting a critical resource to a point from which the resource will be involved in initial attack.

  o **Special Use Flight** - Flights defined by exclusion as all flights not meeting the definition of "Point-to-Point" flights. They require work to be performed in the air (e.g., aerial retardant/water delivery, reconnaissance, aerial ignition, etc.) or through a combination of work in the air and on the ground (e.g., delivery of personnel and or cargo from a helibase to an undeveloped landing site). Certain Special Use flights may require a project safety plan. Mission and tactical flights would fall into the Special Use category.

General Procedures
➢ **Essential Passengers:** Only passengers that are essential to the mission will be on a government flight. The pilot-in-command has the final say and responsibility for the safety of the aircraft and its occupants.
➢ **Manifests:** Manifests will be prepared for all point-to-point flights regardless of whether the load is personnel or cargo (SF 245 Prescribed by USDA FSM 5716/USDI MP 9400.51B). Passenger and Cargo Manifests will be completed with name, weight, and destination.
➢ **Local Resources:** State Coordination Centers unable to meet aircraft needs through local resources may place requests with the SACC Aircraft Desk (see AIRCRAFT DISPATCHING for procedures on ordering aircraft).
➢ **Aircraft Resource Orders:** All orders for aircraft will be documented on a Resource Order with the following information: flight schedule, airport or latitude and longitude, radio frequency and any special requirements (e.g., helicopter long line, fuel truck, cargo door configuration, etc.).
➢ **Aircraft status notification:** Whenever the aircraft status changes, (e.g. available – local, available – GACC, available – nationally, unavailable, committed or are away from their designated base overnight) the State Coordination Center will pass this information to the SACC Aircraft Desk.

FLIGHT FOLLOWING AND RESOURCE TRACKING PROCEDURES
Purpose
Flight Following and Resource Tracking are key components in promoting aircraft safety and efficiency. The purpose of flight following and resource tracking procedures is to insure the safety and welfare of flight crew and passengers, promote effective utilization of aircraft and provide information for the administrative processing of aviation related documents.

For mission flights, there are two types of Agency flight following: Automated Flight Following (AFF), and Radio Check-in. AFF is the underlined primary method of agency flight following. If the aircraft and flight following office have AFF capability, it shall be utilized. (See AFF procedures section, for more detailed information) If Radio Check-in/Check-out flight following becomes necessary, verbal communication via radio every 15 minutes is required. The dispatcher will log the aircraft call sign, latitude, longitude and heading. Agency flight following is used for all

mission flights. Helicopters conducting Mission Flights shall check-in prior to and immediately after each takeoff/landing per IHOG 4.II.E.2.

Sterile Cockpit for All Aircraft (Refer to Interagency Standards for Fire and Aviation Operations, Chapter 16 - Aviation Operations, for additional information)

Sterile cockpit rules apply within a 5 nautical mile radius of the airport. Dispatch Centers should not attempt radio contact with aircraft within this area or clear of the runway unless it is an emergency.

Definitions
> **Flight Following**: The knowledge of an aircraft's location and condition with a reasonable degree of certainty that, in the event of a mishap, the survivors may be rescued. Several flight following methods are utilized:
> **FAA IFR**: IFR (Instrument Flight Rules) flight plans are filed with an appropriate FAA facility. This method is required during certain meteorological conditions and at the pilot's discretion at other times.
> **FAA VFR with Check-in**: VFR (Visual Flight Rules) plans is filed with an appropriate FAA facility. This method requires a radio check-in to an FAA facility every 60 minutes or less.
> **Agency Radio Check-in with pre-established check-in times**: Fifteen minutes or less are required for mission flights. The flight plan must insure the air crew is capable of maintaining radio contact with an agency dispatch center within established intervals not to exceed 15 minutes.
> **Telephone/Radio Arrival Confirmation**: This method involves confirmation of departure and arrival times between the sending and the receiving units. It is the method typically used to track aircraft en route to or from an incident and would involve notifications from interim stops as well as origins and destinations. Aircraft tracked with this method are normally also utilizing one of the methods above (a-c) for flight following.

Automated Flight Following (AFF) Requirements and Procedures
Refer to the National Interagency Mobilization Guide, Chapter 50.

Additional information about AFF can be found at: https://www.aff.gov/

Resource Tracking
In order to facilitate cost effective use of aircraft and planning of resources, scheduling offices and ordering offices may request pilots or flight manager on board aircraft to relay flight status information at designated intervals.

Flight Following, Resource Tracking Table:

Flight Category	Flight Following	Resource Tracking
Point To Point	OPTIONS 1. FAA IFR Flight Plan 2. FAA VFR Flight Plan with check-in EVERY 60 minutes with FAA. 3. AFF with radio confirmation (normally).	Resource Tracking may be performed by telephone or radio. Check-ins are made with scheduling dispatcher: • Prior to takeoff • Each stop en route • Arrival at destination
Special Use	OPTIONS (Flight Following and Resource Tracking becomes essentially the same.) 1. AFF with radio confirmation (normally). 2. Telephone/Radio Arrival Confirmation. The receiving unit will notify the sending unit when they have established radio contact with the incoming aircraft or otherwise established operational control of the resource.	

	NOTE: In some cases, where longer distances are involved and agency radio contact is not possible, tactical resources may actually file a flight plan with FAA en route to an incident and begin Agency Radio Check-in upon arrival.

Point-to-Point Flights
Except in unusual circumstances, the pilot for point-to-point flights will file either a VFR or an IFR FAA Flight Plan and flight following will be conducted through the FAA. An example of an exception would be a very short flight in which the sending dispatch center will utilize AFF with radio confirmation for flight following.

The originating dispatch office is required to provide the receiving dispatcher with the flight schedule, aircraft identification, pilot name, and manifest. The originating dispatch office will provide the pilot with any needed instructions.

For resource tracking purposes, the Pilot or Flight Manager will report, normally via telephone, point of origin departure time, interim stop arrival and departure times, and final destination arrival times to the originating dispatch center.

SACC Aircraft Desk will resource track all aircraft crossing Southern Area dispatch boundaries which have been ordered through SACC on:
- Aircraft Orders
- Flight Requests

SENDING UNIT – The Sending Unit is the dispatch unit which sends the aircraft from the vendor or Government aviation unit.

RECEIVING UNIT – The Receiving Unit is the dispatch unit which is receiving the resource.

➢ Responsibilities of the Sending Unit.
- Obtain actual time of departure (ATD) and estimated time of arrival (ETA) from the initial departure airport from pilot/vendor.
- Relay the ATD, ETA and method of Flight Following (agency or FAA) to SACC Aircraft desk via established ordering channels.
- Notify the SACC Aircraft desk of any route changes, and of any delay or advances of a flight plan exceeding thirty (30) minutes.
- Assist with search procedures for overdue aircraft. Utilize agency aircraft search/rescue guides, as appropriate.
- On any flight requiring stops en route to a destination, instruct the Pilot-In-Command or Flight Manager to contact SACC Aircraft Desk at (800)959-9181 or (678)320-3012. Aircraft support vehicles should contact SACC Aircraft Desk at fuel stops. (Refer to the National Interagency Mobilization Guide, Chapter 60 for Flight Manager Responsibilities.

➢ Responsibilities of SACC Aircraft Desk:
- Relay flight itinerary to the receiving unit by email or fax.
- Notify receiving unit of any route changes, and of any delay or advances of a flight plan exceeding thirty (30) minutes.
- Resource track tactical aircraft to specific destinations.
- Monitor flight plans for additional utilization.

➢ Responsibilities of Receiving Unit:
- Confirm arrival of all tactical aircraft by telephone to SACC Aircraft Desk.
- Notify SACC Aircraft Desk of any delays of a flight plan exceeding thirty (30) minutes, notify SACC.

Special Use Flights:
For most Special Use flights, flight following is accomplished via Dispatch or Flight Following Center. Flight following and resource tracking become essentially the same process in that departure and arrival times as well as interim check-ins are performed via the Radio and/or telephone.

Occasionally, two or more flight following processes will need to be applied even for tactical missions. An example is an initial attack dispatch for a long distance in which there is not adequate radio contact to flight follow via Radio. In this instance, the aircraft may file a FAA flight plan until it reaches the incident and then cancel the flight plan and commence AFF with radio confirmation flight following or be handed off to Aerial Supervision.

Flight following for Special Use missions may be "handed off" from the originating dispatch center to other dispatch or flight following centers as long as there is continual, positive contact and check-in with the aircraft. When Special Use flights involve sending a special use aircraft from one dispatch center to another, the originating center will provide the receiving center with flight schedule, aircraft, pilot, and manifest.

For local/ on-scene flight following, refer to your agency aviation management plan and/or local dispatch office standard operating procedures.
The pilot or crewmember will provide the following information on check-ins:
➢ Current location (use Loran or GPS latitude/longitude if available; otherwise legal or geographic descriptions are acceptable).
➢ Current direction of flight (use compass heading).
➢ Next destination or area to be surveyed.
➢ Estimated time en-route.
➢ Number of Souls On Board (S.O.B)
➢ Amount of Fuel On Board (F.O.B.)
➢ Estimated time on the ground (if landing).

The pilot is required to contact the originating dispatch office prior to departure with any change in flight plan or changes in manifest. Pilot will notify the originating dispatch center when there is to be a delay of 30 minutes or more.

If communication failure occurs between aircraft and dispatch, the aircraft shall land at the nearest FAA approved airport and phone the appropriate dispatch office or return to its departure point while attempting to reestablish communication. Once communication is reestablished, the aircraft may continue with the mission.
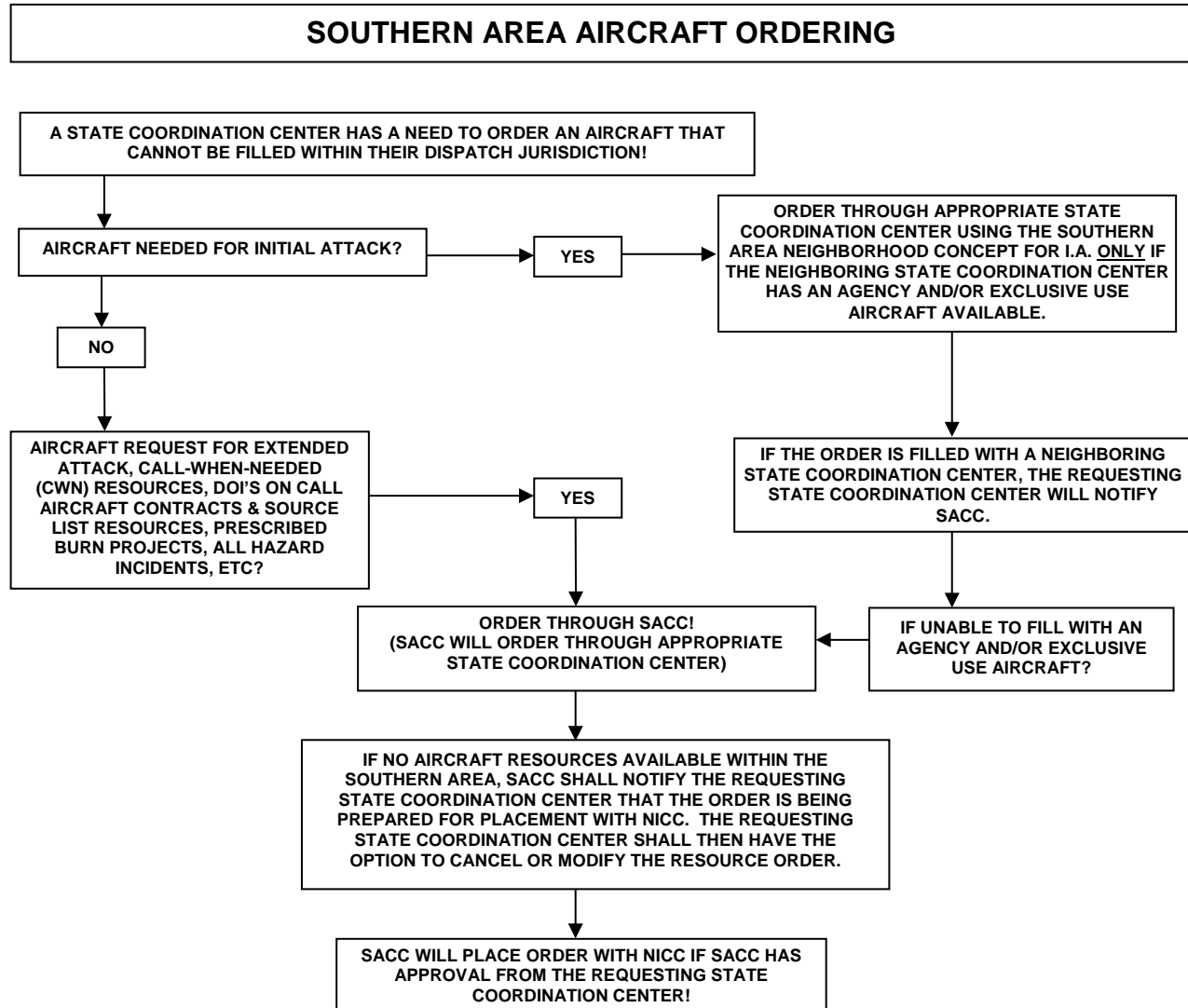
Law Enforcement Flights
For safety, flight following must also be done for these flights. Local coordination with local Unit Dispatch is required prior to the flight. Due to the nature of the Law Enforcement Mission, appropriate flight following procedures will be coordinated between local Unit Dispatch and Law Enforcement (Flight Manager). The intent of flight following is to provide resource tracking and timely search and rescue operations as needed.

AIRCRAFT DISPATCHING
The Southern Area Coordination Center conducts "strategic" dispatch functions to fill requests from State Coordination Centers, other GACC's, etc. SACC Aircraft Desk does not conduct tactical dispatching. However, SACC Aircraft Desk does have the responsibility of filling requests in a cost effective and timely manner with the most effective resource. It is extremely important for State Coordination Centers to keep SACC Aircraft Desk informed when resources are relocated or reassigned.

The following chart provides a ready reference for ordering aircraft.

SOUTHERN AREA AIRCRAFT ORDERING

A STATE COORDINATION CENTER HAS A NEED TO ORDER AN AIRCRAFT THAT CANNOT BE FILLED WITHIN THEIR DISPATCH JURISDICTION!

AIRCRAFT NEEDED FOR INITIAL ATTACK?

YES

ORDER THROUGH APPROPRIATE STATE COORDINATION CENTER USING THE SOUTHERN AREA NEIGHBORHOOD CONCEPT FOR I.A. ONLY IF THE NEIGHBORING STATE COORDINATION CENTER HAS AN AGENCY AND/OR EXCLUSIVE USE AIRCRAFT AVAILABLE.

NO

AIRCRAFT REQUEST FOR EXTENDED ATTACK, CALL-WHEN-NEEDED (CWN) RESOURCES, DOI'S ON CALL AIRCRAFT CONTRACTS & SOURCE LIST RESOURCES, PRESCRIBED BURN PROJECTS, ALL HAZARD INCIDENTS, ETC?

YES

IF THE ORDER IS FILLED WITH A NEIGHBORING STATE COORDINATION CENTER, THE REQUESTING STATE COORDINATION CENTER WILL NOTIFY SACC.

ORDER THROUGH SACC! (SACC WILL ORDER THROUGH APPROPRIATE STATE COORDINATION CENTER)

IF UNABLE TO FILL WITH AN AGENCY AND/OR EXCLUSIVE USE AIRCRAFT?

IF NO AIRCRAFT RESOURCES AVAILABLE WITHIN THE SOUTHERN AREA, SACC SHALL NOTIFY THE REQUESTING STATE COORDINATION CENTER THAT THE ORDER IS BEING PREPARED FOR PLACEMENT WITH NICC. THE REQUESTING STATE COORDINATION CENTER SHALL THEN HAVE THE OPTION TO CANCEL OR MODIFY THE RESOURCE ORDER.

SACC WILL PLACE ORDER WITH NICC IF SACC HAS APPROVAL FROM THE REQUESTING STATE COORDINATION CENTER!

Point-To-Point Flights

Administrative Flights
o   Cost Comparisons/Justifications – The requesting unit should complete:
  •   "Aircraft Flight Request/Schedule" (AFRS)
  •   FS-5700-40, Flight Request / Justification for Administrative Use of Aircraft
  •   FS-5700-11, Cost Comparison Travel Worksheet
  •   If Non-federal passenger, FS-5700-12, Day Trip Authorization <u>may</u> need to be completed.
  •   If Senior Federal Travel, GSA Form 3641.
o   Ordering Priorities – Generally, priority for ordering is agency aircraft, and then contract aircraft, from the most formal contract first to less formal contract last. If the cost analysis indicates commercial air travel is not feasible or cost effective, agency owned aircraft must be considered first, followed by Exclusive Use Contract aircraft. If agency aircraft are not available and Exclusive Use aircraft are not available or feasible for the flight, CWN aircraft may be ordered.
o   Local CWN Aircraft - If agency exclusive use aircraft are unavailable, local (in state) CWN Contract resources may be committed first. Local (in state) administrative flight aircraft may be ordered directly by that state coordination center. A courtesy notification to SACC is requested.
  o   Ordering Through SACC Aircraft Desk - If an order cannot be filled locally; The State Coordination Center will place the order with SACC Aircraft Desk. SACC Aircraft Desk will follow step "Cost Comparisons/ Justifications" and "Ordering Priorities" above.
    •   If scheduling or cost analysis dictate the use of exclusive use contract, or CWN contract aircraft, SACC Aircraft Desk will place the order with the State Coordination Center that administers the contract. SACC Aircraft Desk will not order these aircraft directly from the contractors. When the aircraft has been scheduled or ordered, SACC Aircraft Desk will complete the remaining blocks in the AFRS and provide a copy to the requesting unit and also the sending unit.
o   DOI Office of Aircraft Services (OAS) Aircraft - OAS On-Call Aircraft Contracts & Source List aircraft may also be considered along with CWN aircraft. However, USDI agencies must use OAS aircraft if available. Costs for aircraft under DOI Office of Aviation Services (OAS) agreements are available from any OAS office or from the website source list, http://oas.doi.gov. If the flight is for the Forest Service, aircraft must meet the performance standards outlined in FSH 5709.16. If an OAS On-Call Aircraft Contracts & Source List aircraft is selected, and the aircraft is within your state, you may order direct. If you need an aircraft from another state SACC Aircraft Desk will order the aircraft through dispatch channels.
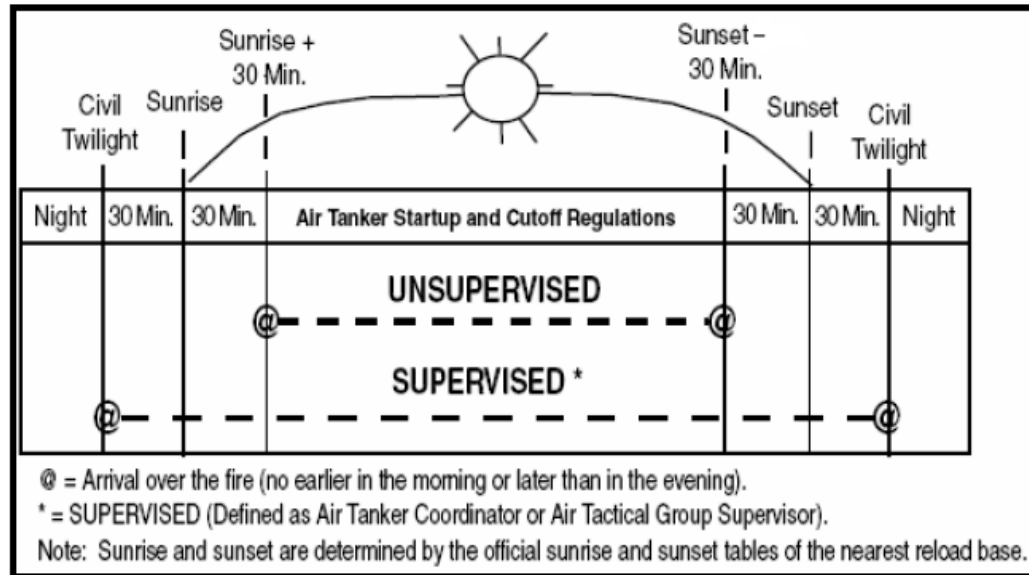
Non Administrative Flights
The non-administrative flight process will be identical to the administrative flight process with the following exceptions:

Non-administrative flights normally result from a resource order. An Aircraft Flight Request/Schedule (AFRS) will be used for the scheduling. In some cases, non-administrative flights may be of an emergency nature and the order would be filled with the timeliest resource available. Continued use of the aircraft after the emergency has passed may result in replacement with a more cost effective aircraft.

Special Use Flights
(Southern Area: Air Attack, detection, reconnaissance, type III helicopters etc. Tactical dispatch of National Resources assigned to the Southern Area is discussed here.)

➢   Airtankers, Lead Planes, Aerial Supervision Modules
  o   Initial Orders into the Southern Area - Initial orders for Airtankers, Lead Planes, and Aerial Supervision Modules into the Southern Area must be made through SACC Aircraft Desk to NICC.
  o   Retardant Operations and Low Light Conditions (Sunrise/Sunset) – Unsupervised multiengine airtankers shall not be dispatched to arrive over a fire no earlier than 30 minutes after official sunrise or no later than 30 minutes before official sunset. Retardant operations are permitted 30 minutes before official sunrise to 30 minutes after official sunset (civil twilight), but must have concurrence by the involved flight crews and aerial supervision (Lead, ATCO, ASM or ATGS) must be on scene. Flights by multi-engine aircraft to assigned bases may occur after daylight hours.

Sunrise +
30 Min.

Civil   Sunrise

Sunset –
30 Min.

Sunset   Civil

Twilight

Twilight

| Night | 30 Min. | 30 Min. | Air Tanker Startup and Cutoff Regulations | 30 Min. | 30 Min. | Night |

UNSUPERVISED

@ - - - - - - - - - - - - - - - @

SUPERVISED *

@ - - - - - - - - - - - - - - - @

@ = Arrival over the fire (no earlier in the morning or later than in the evening).
* = SUPERVISED (Defined as Air Tanker Coordinator or Air Tactical Group Supervisor).
Note: Sunrise and sunset are determined by the official sunrise and sunset tables of the nearest reload base.

> ➢ Single engine airtankers (SEATs) and helicopters are limited to flight during the official daylight hours. Daylight hours are defined as 30 minutes prior to sunrise until 30 minutes after sunset.
> ➢ Flight crews might experience late dawn or early dusk conditions based on terrain features and sun angle, and flight periods should be adjusted accordingly.

Daylight hours may be further limited at the discretion of the pilot, aviation manager, ATGS, ASM, or Leadplane because of low visibility conditions caused by smoke, shadows or other environmental factors.

o   Aerial Supervision Requirements – In order to maximize safety and efficiency, incidents with 3 or more aircraft over them should have aerial supervision. However, there are several federal/state policies in place which require aerial supervision based on specific situations. See table below:

Incident Aerial Supervision Requirements		
Situation	**Lead/ATCO/ASM**	**ATGS**
Airtanker not IA rated.	Required	
MAFFS	**MAFFS Qualified** LEAD/ASM	
When requested by airtanker, ATGS, Lead, ATCO, or ASM	Required	Required
Foreign Government airtankers.	Required if no ATGS	Required if no Lead/ATCO/ASM.
Multi-engine airtanker: Retardant **drops** conducted between 30 minutes prior to, and 30 minutes after sunrise, or 30 minutes prior to sunset to 30 minutes after sunset.	Required if no ATGS	Required if no Lead/ATCO/ASM.
Single engine airtanker (SEAT): SEATS are required to be "on the ground" by ½ hour after sunset.	See level 2 SEAT requirements	See level 2 SEAT requirements
Level 2 SEAT requirements: Level 2 rated SEAT operating over an incident with more than **one** other tactical aircraft on scene.	Required if no ATGS	Required if no Lead/ATCO/ASM.
Retardant drops in congested areas.	Order	May use if no Lead/ATCO/ASM
4 or more airtankers assigned.	Order	Order
2 or more helicopters with 2 or more airtankers over an incident.	Order	Order
Periods of marginal weather, poor visibility or turbulence.	Order	Order
2 or more airtankers over an incident.	Order	Order if no Lead/ATCO/ASM.
Smokejumper or paracargo aircraft with 2 or more airtankers over an incident.	Order if no ATGS	Order if no Lead/ATCO/ASM.
Incident has two or more branches.		Order

➢ Airtankers, Lead Planes, Aerial Supervision Modules -Tactical Dispatching

   o Airtanker Requests –All requests for tactical airtanker missions including Lead Planes, Aerial Supervision Modules and air attack aircraft will be conducted by the hosting State Coordination Center and will be coordinated with SACC Aircraft Desk.

   o Operational Reload and Portable Airtanker Bases –All Operational Reload and Portable Airtanker Bases must be staffed with a fully qualified Air Tanker Base Manager (ATBM)

   o Inactive Reload and Portable Airtanker Bases – SACC Aircraft Desk will coordinate the activation of any Southern Area inactive reload and portable airtanker bases when a request is made from the local unit.

   o Airtanker Bases -

TANKER BASE	DISPATCH COORDINATION	MAINTENANCE, SUPERVISION, RETARDANT ORDERING
Chattanooga	Tennessee Interagency Coordination Center (TN-TNC)	Cherokee National Forest
Fayetteville	Arkansas-Oklahoma Interagency Coordination Center (AR-AOC)	Ozark-St. Francis-Ouachita National
Lake City	Florida Interagency Coordination Center (FL-FIC)	National Forests in Florida
Kinston-Reload	North Carolina Interagency Coordination Center (NC-NCC)	North Carolina Forest Service (NCS)

   o Airtanker Dispatch Priorities - Airtankers, Lead Planes, and air attack aircraft assigned to the tanker base will be tactically dispatched by the State Coordination Center with notification to SACC. When aircraft are dispatched from the airtanker bases, each State Coordination Center has the authority to reroute, divert, or recall airtankers, Lead Planes, and air attack aircraft assigned to the tanker base within priorities that have been established within the Southern Area. When there are multiple requests that meet the same priority criteria, the SACC Center Manager or Aviation Coordinator will make the determination.

   o Aircraft Relocation - Requests to relocate airtankers, Lead Planes, ASM's and exclusive use air attack aircraft must be made through SACC Aircraft Desk. (Note that prior to relocating a CWN air attack aircraft outside of the state, a determination must be made by SACC Aircraft Desk if a more timely and cost efficient air attack aircraft is located near the new location).

   o Lead Planes and Lead Plane Pilots - State Coordination Centers with an airtanker base, Reload base, and/or Portable base will be responsible for replacement/rotation of Lead Planes and pilots assigned.

   o Aircraft Scheduling - The State Coordination Center responsible for managing the airtanker base, reload base, and/or portable base will be responsible for scheduling airtankers, Lead Planes, and air attack aircraft assigned to the airtanker base, including establishing daily starting and ending times.

Retardant and Portable Airtanker Bases - The State Coordination Center that is responsible for managing the reload and/or portable airtanker base (PAB) will maintain enough retardant for at least three operational periods and will coordinate the orders for retardant through the USFS Region 8 Fixed Wing Operations Specialist. SACC Aircraft Desk will be responsible for dispatching and tracking the PABs. In addition, SACC Aircraft Desk will coordinate with the USFS Region 8 Fixed Wing Operations Specialist for the recovery, rehabilitation and maintenance of the PABs.

o Daily Reporting - The State Coordination Centers responsible for managing the Airtanker base, reload base, and/or PAB will be responsible for ensuring the following information is reported to SACC Aircraft Desk at the close of each business day:
  - Location and status of each airtanker as well as Lead Planes, Aerial Supervision Modules (ASM) and air attack assigned to airtanker bases.
  - Number of hours flown and gallons of retardant dropped that day.
  - Pilot days off schedule. Any scheduled maintenance for Airtankers, Lead Planes and or ASM's

o Victor Frequencies - The State Coordination Centers responsible for managing the airtanker base, reload base or portable base will be responsible for ordering, through SACC Aircraft Desk, any additional victor (AM) frequencies needed.

DISPATCH/ORDERING FACTORS AND CRITERIA
Selection and dispatching of Special Use aircraft will be based upon the "Factors" outlined in Aircraft Selection Factors. Given that all other factors meet the needs of the requested flights, the two primary considerations will be the "timeliness and cost effectiveness" of the aircraft. A cost analysis should be completed to determine the most efficient aircraft. Timeliness and Cost Effectiveness factors that should be considered in selecting the appropriate Call-When-Needed aircraft:

- Ferry Costs: Consider ferry costs to and from the incident. Note that CWN aircraft are paid from point of hire from home base or away from the home base, (whichever is closer) and return to that point.

- Relief Crew Transportation: When pilots reach mandatory days off, determine if the cost to the government of transporting a relief crew is beneficial to the government.

- Ordering Priorities: Agency owned aircraft must be considered first, followed by Exclusive Use Contract aircraft. Since SACC Aircraft Desk may receive an order and must determine the appropriate resource it is important that State Coordination Centers notify SACC Aircraft Desk if an Exclusive-Use aircraft is relocated from its assigned home base to a new location. If agency aircraft are not available and Exclusive Use aircraft are not available or feasible for the flight, CWN or On Call Aircraft Contract and Aircraft Rental Agreement (ARA) aircraft may be ordered.

- Local CWN Aircraft: Local (in-state) CWN Contract aircraft is committed first. Local (in-state) aircraft may be ordered directly by the State Coordination Center. When CWN aircraft are assigned a notification to SACC Aircraft Desk with the location of the aircraft is requested.

  Ordering through the SACC Aircraft Desk: If an order cannot be filled locally, the State Coordination Center will place the order with the SACC Aircraft Desk. The SACC Aircraft Desk will follow step "Dispatch/Ordering Factors and Criteria" noted above.

  If scheduling or cost analysis dictate the use of exclusive use contract, or CWN contract aircraft, <u>SACC Aircraft Desk will place the order with the State Coordination Center that administers the contract for the selected aircraft</u>. SACC Aircraft Desk <u>will not</u> order these aircraft directly from the contractors. If the order is for initial attack, SACC Aircraft Desk will fill through the State Coordination Centers with the timeliest aircraft available. The aircraft may then be replaced with a more cost effective aircraft for extended attack or standby. If aircraft is not needed for initial attack, then the most cost effective aircraft that meets the needs of the ordering unit will be ordered.

  OAS On-Call Aircraft Contracts & Source List and Aircraft Rental Agreement (ARA) aircraft may also be considered. However, USDI agencies <u>must use</u> OAS aircraft if available. Costs for aircraft under DOI Office of Aviation Services (OAS) agreements are available from any OAS office or from the website source list, http://oas.doi.gov. If the flight is for the Forest Service, aircraft must meet the performance standards outlined in FSH 5709.16. If an OAS On-Call Aircraft Contracts & Source List or Aircraft Rental Agreement (ARA) aircraft is selected, SACC Aircraft Desk will order that aircraft directly from the contractor.

Ordering Through NICC - Special Use aircraft that cannot be filled in the Southern Area will be ordered through NICC.

Air Attack Aircraft Assigned to Airtanker Bases
If a CWN Air Attack aircraft is assigned to an Airtanker base, the Airtanker Base State Coordination Center may dispatch the Air Attack for initial attack. Before CWN air attack aircraft may be relocated SACC Aircraft Desk should be notified to determine whether a more timely and cost efficient aircraft is available.

Information needed for Special Use Flights:
o   Name of the Incident or Project.
o   Name of the air and/or ground contact.
o   Air-to-Air and Air-to-Ground frequencies and tones.
o   Location and description of destination, LAT/LONG.
o   Initial contact for flight following (Name, Forest, District, radio frequencies and tones, etc.).
o   Hand-Off Contact for flight following (Name, Unit, District, radio frequencies and tones, etc.).
o   Are other aircraft in the area of operations and what type are they? (Air Attack, Tankers, Helicopters.)
o   Are there any known hazards, power lines, towers, flight restrictions, Military Training Routes (MTRs), Military Operating Areas (MOA), weather factors?
o   Sunrise/Sunset times.

MANIFEST
A manifest of all crewmembers and passengers on board has been completed. A copy of this manifest will remain at the point of departure. Manifest changes will be left at subsequent points of departure when practical.

PASSENGER BRIEFING
All passengers have been briefed in accordance with the briefing items contained in 14 CFR 135. In those instances where multiple short flights are made, the pilot's briefing does not need to be repeated unless new passengers come aboard.

AIRBORNE THERMAL INFRARED (IR) FIRE MAPPING
Refer to the National Interagency Mobilization Guide, Chapter 50.

These aircraft are considered National resources and depending on National priorities may not be available to fill requests.

All requests for infrared flights will be placed with SACC Aircraft Desk to NICC no later than 1500 MT daily. All requests for infrared services will be on a ROSS aircraft request. Infrared Scanner Request Forms for infrared flights will be created at the National Infrared Operations (NIROPS) website at: http://nirops.fs.fed.us/rcr/newScanner. User accounts can be requested by contacting NIROPS directly. If the website is unavailable, a faxed Infrared Aircraft Scanner Request Form will be submitted for each request. A new INFRARED AIRCRAFT SCANNER Request is also required for each flight even though information on this form may not change from day to day, except possibly the latitude/longitude. NICC must be provided with IR parameters, frequencies, hazards etc. A qualified Infrared Interpreter (IRIN) must be confirmed or in place at the time of the infrared flight.

After the order is placed with NICC, they will call back and provide an aircraft number, flight crew names, and flight plan. This information will be posted on the Aircraft Resource Order and forwarded to the ordering unit.

An Aircraft Flight Request/Schedule (AFRS) for flight tracking will be completed if not provided by NICC.

Users of the IR aircraft must provide or order mission management, supervision, planning, liaison, imagery interpretation, and logistical support for the units. In addition, the user must provide for flight following and status reports to NICC.

LEADPLANES/ AERIAL SUPERVISION MODULES (ASM)
Lead Planes are provided by USFS and are considered National Resources. Orders for Lead Planes from State Coordination Centers will be placed with SACC Aircraft Desk. Requests for lead planes may be filled with an ASM.

The ASM is a fixed wing platform that utilizes two (2) crew members to perform the functions of traditional air attack and low-level lead operations. The ASM requires both crew members to be trained to work as a team, utilizing Crew Resource Management (CRM) skills and techniques to enhance safety, efficiency, and effectiveness. ASM's are National Resources.

(Note: Unless there is a special exemption letter in place at the time, USFS Air Tactical Group Supervisors (ATGS) cannot be substituted in ASM. ATGS placed in ASM platforms must have obtained ASM qualified status.

For a list of Lead Planes/ASM Aircraft, refer to the following website:
http://www.nifc.gov/nicc/logistics/aviation/Lead_Planes.pdf

AIR TACTICAL AND RECONNAISSANCE AIRCRAFT
Refer to National Interagency Mobilization Guide, Chapter 50.

There are numerous Southern Area CWN Aircraft presently carded for Air Attack Missions and Reconnaissance Missions. Contact the SACC Aircraft Desk to obtain recent updates and current vendor lists for the Southern Area.

LARGE TRANSPORT AIRCRAFT
Large charter aircraft for inter-area movement of crews are generally provided by NICC.

If a large transport aircraft is needed, a resource order should be placed from the incident through established dispatch channels.

When large transport aircraft are needed for mobilization, the SACC Aircraft Desk will work with NICC Aircraft Desk to coordinate the missions.

When using large transport aircraft, the following characteristics and capabilities of destination airports must be considered:
➢ Runway length: must be adequate for large, dual wheeled aircraft.
➢ Runway elevation: high temperatures and elevations decrease capability of aircraft.
➢ Load bearing weight: of both runway and ramp must be adequate to handle aircraft weight.
➢ Ground handling facilities: must be available for large aircraft, including auxiliary power, hot air starts, external stairs, and sanitation services.
➢ Fueling facilities: must provide adequate supplies of appropriate fuel.

Time frames are critical with large transport aircraft. For this reason, it is important that personnel and cargo be weighed, manifested, and ready to load as soon as an aircraft arrives. All power tools, including pumps and chainsaws, must be free of fuel and purged before being loaded onto aircraft.

Currently there are no Large Transport Fixed Wing Aircraft in the Southern Area.

UNMANNED AIRCRAFT SYSTEM (UAS)
Refer to Interagency Standards for Fire and Aviation Operations, Chapter 16 - Aviation Operations, for additional information.

AIRTANKERS

For the detailed contract and the most recent schedule of items, go to http://www.fs.fed.us/fire/contracting/.

Large airtankers are considered National Resources and must be ordered through SACC Aircraft Desk to NICC. SACC will prioritize and allocate federal airtankers by positioning them in areas of current or predicted high wildfire danger or activity.

Airtanker Typing:

TYPE	CAPACITY (GALLONS)
VLAT	8,000 or more
1	3,000 to 7,999
2	1,800 to 2,999
3	800 to 1,799 (includes single engine airtankers, and CL-215/415 Water Scoopers).
4	Up to 799 (single engine airtankers).

➢ Early Activation: Refer to the National Interagency Mobilization Guide, Chapter 50.

Modular Airborne Fire Fighting Systems (MAFFS)

Refer to the National Interagency Mobilization Guide, Chapter 50, and refer to the current MAFFS Operating Plan for further information.

Modular Airborne Fire Fighting Systems (MAFFS) are 3,000 gallon pressurized retardant units inserted in military Lockheed C-130 Hercules aircraft. There are units located in the Southern Area at the 145TH Airlift Wing, Air National Guard in Charlotte, North Carolina.

As with all military resources, the MAFFS units will be activated only when all commercial sources have been committed, are unsuitable for a particular mission, or cannot meet time frames. For Federal fires, MAFFS will be activated through NICC only. The states of California, North Carolina, and Wyoming may directly activate those units stationed within their borders with coordination with NICC. The North Carolina agreement requires a federal MAFFS Liaison Officer be assigned to State activations.

MAFFS aircraft are equipped with VHF Aircraft FM radios during fire use.

MAFFS aircraft are not initial attack qualified. They must operate under the direction of an Airtanker Coordinator (Lead Plane/ASM).

While flying fire assignments, MAFFS flight crews are governed by home unit flight and duty hour restrictions.

SINGLE ENGINE AIRTANKERS (SEATs)

See the Single Engine Airtanker Operations Guide (ISOG) for additional information.

SEATs are 500-800 gallon capacity tankers. They typically come with 1-4 support people, a support vehicle, and a trailer or truck mounted retardant mixing plant.

All Federal SEAT contracts are administered by the DOI Office of Aviation Services (OAS), Department of the Interior (DOI). Program management responsibility is vested with the DOI in accordance with the lead agency concepts. SEATs are not considered national resources.

SEATs will be ordered following normal Southern Area Special Use Aircraft Ordering matrix. A SEAT manager must be ordered separately as an Overhead request.

There are multiple vendors with single engine airtankers available in the Southern Area. Please refer to the OAS On-Call Aircraft Contracts & Source List for specifics.

HELICOPTERS
>   **Helicopter Typing:**

TYPE	CHARACTERISTICS
1	15 or more passenger seats or 5,000 pounds cargo capacity
2	9-14 passenger seats or 2,500 pounds cargo capacity
3	4-8 passenger seats or 1,200 pounds cargo capacity

Helicopter Categories:
o   Standard Category (FAA designation) - Authorized for passenger hauling as well as internal and external loads.
o   Restricted Category (FAA designation) - Lift only, no passenger carrying, seats removed and placarded. Many Type 1 helicopters are in this category.
o   Standard Category, Limited Use (Agency designation) - Generally a temporary designation that restricts the use of the helicopter to external loads, no passenger carrying, but seats are not removed. Designated crew members essential to the mission are authorized.

Standard category Type 2 helicopters may be placed in the Limited use category. The Regional Aviation Officer must write a letter each time a Type 2 helicopter is placed in or out of the limited use category. A copy of the letter must be sent to the requesting unit and a copy must be placed on board the aircraft. The SACC Aircraft Desk will manage this process.

Standard category Type 3 helicopters may be placed in the Limited use category. For Forest Service units in the Southern Area a blanket letter issued by the Regional Aviation Officer is presently on file, allowing individual forests to manage their Type 3 helicopters in a Limited use capacity when necessary provided certain guidelines have been followed.

HELICOPTER MODULES
All helicopters ordered for suppression purposes will be sent with a complete helicopter module based upon the type and category of the helicopter. The manager will meet the CWN helicopter at a location other than the incident so that an acceptance inspection can be completed on the aircraft and pilot prior to the actual performance of any aviation operations. Note that the USDI Fish and Wildlife Service and National Park Service do not require full modules for non-interagency incidents.

TYPE/ CATEGORY	STAFFING
Type 1 helicopter, standard	Manager and four crew persons
Type 1 helicopter, restricted	Manager only
Type 2 helicopter, standard	Manager and three crew persons
Type 2 helicopter, restricted	Manager only
Type 2 helicopter, standard category limited use	Manager only
Type 3 helicopter, standard	Manager and two crew persons
Type 3 helicopter, limited use	Manager only

➤   Helicopter Modules: When exclusive use contract helicopters are dispatched to other units, the assigned manager and module will accompany the ship. When "Call When Needed" (CWN) helicopters are ordered, a qualified module, if in standard category, will also be ordered to manage the ship, unless the ordering unit can provide a module. Names of personnel must be furnished.

CALL WHEN NEEDED (CWN) CONTRACT HELICOPTERS
➤   **Type 1 and Type 2 CWN Contract Helicopters:** Refer to the National Interagency Mobilization Guide, Chapter 50. For additional information about Type 1 and Type 2 helicopters, see the National CWN Contract or go to http://www.fs.fed.us/fire/contracting/ on the web.
➤   **National Resources:** Type 1 and 2 helicopters are considered to be National Resources and must be ordered through SACC Aircraft Desk to NICC.
➤   **Manager's Name:** NICC will require a manager's name before filling orders for Type 1 and Type 2 helicopters. SACC will require a manager's name before filling orders for Type 3 helicopters.

➢ **Resource Order Numbers:** CWN helicopters are ordered with "A" numbers but Modules for CWN helicopters are ordered with "O" numbers.
➢ **Type 3 CWN Contract Helicopters:** Type 3 helicopters are considered Geographic Area resources. Refer to "Special Use Flights" for information related to dispatching Type 3 helicopters.

EXCLUSIVE USE CONTRACT HELICOPTERS

Exclusive Use helicopters are under formal contract, for specified periods, to various units and agencies nationally, regionally or locally. In the Southern Area, State Coordination Centers are responsible either directly or indirectly through Contracting Officer Representatives for management and dispatch of the Type 3 helicopters. See "Special Use Flights" for information related to dispatching Type 3 helicopters. State Coordination Center must notify SACC Aircraft Desk of the new location if an Exclusive Use helicopter is relocated.

The modules for Exclusive Use Contract helicopters are dispatched with the contract helicopters and normally, the sending unit will provide replacement module members without further orders. Exclusive Use helicopters with modules are ordered with a single "A" number.

SOUTHERN AREA EXCLUSIVE USE HELICOPTERS – FIRE

State	Base Name	Agency	Contract Dates
AR	Mena	USFS	2/14 – 4/13
AR	Mt. Ida	USFS	2/22 – 4/22
FL	Clewiston	BIA	Year round
FL	Everglades	NPS	Year round
FL	Ocala/ Tallahassee	USFS	1/04 – 8/31
FL	Okefenokee	FWS	01/04 – 6/30
GA	Glassy Mtn.	USFS	2/02 – 5/15 & 10/20 – 12/03
KY	Big Swag	USFS	2/24 – 4 /24
SC	Seed Orchard	USFS	2/01 – 5/31
SC	Greenwood	USFS	3/01 – 4/26
TN	Copperhill	USFS	3/01 – 4/29
VA	Abingdon	USFS	3/15– 5/10
VA	Weyers Cave	USFS	3/20 – 5/05

SOUTHERN AREA EXCLUSIVE USE HELICOPTERS – RX FIRE

State	Base Name	Agency	Contract Dates
AL	Anniston	USFS	01/17 – 03/24
AR	Clarksville	USFS	02/04 –0 4/27
LA	Alexandria	USFS	01/04 – 02/26
LA	Alexandria	USFS	01/07 – 5/29
MS	Forest	USFS	01/18 – 05/27
MS	Forest	USFS	02/01 – 05/01
MS	Wiggins	USFS	01/18 – 04/17
NC	Croatan	USFS	01/26 – 04/04 & 06/13 – 07/03
TN	Chattanooga	NPS	2/14 – 4/29
TX	Huntsville	USFS	1/21 – 4/30
TX	Lufkin	USFS	1/21 – 5/03

SOUTHERN AREA TYPE III CWN HELICOPTERS

SOUTHERN AREA HELIBASES

State	Base Name	Phone	Frequency	Latitude/ Longitude	Agency	Location	Airport Identifier
AL	Anniston	256-831-4410	169.325tx Tn.123.0 168.725rx	33 35.3 / 085 51.5	NF in Alabama	Annistion, AL	ANB
AR	Mena	479-394-7869	168.7500 Tn.110.9	34 32.72 / 94 12.16	Ouachita NF	Mena, AR	MEZ
	Mt. Ida	870-867-2717	168.7500 Tn.110.9	34 31.8 / 93 31.6	Ouachita NF	Mt. Ida, AR	7M3
	Clarksville	479-754-5855	168.7500 Tn.110.9	35 28.24 / 93 25.63	Ozark NF	Clarksville, AR	H35
FL	Ocala	352-759-2081	169.175 Tn.131.8	29 06.3 / 81 37.8	Ocala NF	Altoona, FL	
	Tallahassee	850-521-2070	164.125tx 164.825rx Tn.136.5	30 23.7 / 84 20.9	Apalachicola NF	Tallahassee, FL	TLH
	Big Cypress	941-695-0278	171.625tx 172.425rx Tn.103.5	25 51.27 / 81 02.04	Big Cypress NP	Big Cypress, FL	9FL7
	Everglades	305-242-7850	171.625tx 172.525rx	35 23.28 / 80 41.09	Everglades NP	Homestead, FL	HST
	Lake City	386-755-4681	164.125tx 164.825rx Tn.167.9	30 10.8 / 82 34.5	Osceola NF	Lake City, FL	LCQ
	Merritt Island	321-861-0846	166.725tx 165.450rx	28 64.03 / 80 73.07	Merritt Island NWR	Titusville, FL	X21
GA	Pogo	912-496-4415	163.150tx 164.625rx tn.103.5	30 44.3 / 82 07.6	Okefenokee NWR	Folkston, GA	3GE1
	Glassy Mountain	706-782-4011	168.650 tn.136.5	34 50.42 / 83 30.02	Chattahoochee NF	Clayton, GA	
	Rock Eagle	706-485-3180	168.150tx 171.975rx tn.186.2	33 24.3/83 22.54	Chattahoochee/ Oconee NFs	Rock Eagle Work Center	
KY	Big Swag	606-376-5264	164.800 tx/rx tn. 103.5	36 52.5 / 84 25.4	Daniel Boone NF	Parkers Lake, KY	
LA	Alexandria	318-443-5566	168.650 Tn.110.9	31 19.6 / 92 32.9	Kisatchie NF	Alexandria, LA	AEX
MS	Wiggins	601-928-5858	168.750	30 50.6 /89 09.6	Desoto NF	Wiggins MS	M24
	Forest	601-469-1092	168.675	32 21.2 / 89 29.3	Bienville NF	Forest, MS	2M4

State	Base Name	Phone	Frequency	Latitude/ Longitude	Agency	Location	Airport Identifier
NC	Woodlawn	828-756-4327	168.650 Tn.110.9	35 46.1 / 82 02.1	Pisgah NF	Marion, NC	
	Croatan	252-671-4576	168.650 Tn.110.9	34 44.53 / 76 54.34	Croatan NF	New Bern, NC	
	Alligator River	252-473-1744		35 57.1 / 75 52.4	Alligator River NWR	Manteo, NC	MQI
SC	Seed Orchard	843-336-4572	164.125tx 168.675rx tn.136.5	33 06.48 /79 46.48	Francis Marion & Sumter NFs	Huger, SC	
	Greenwood	803-561-4086	164.125tx 168.675rx tn.123.0	34 14.9 / 82 09.5	Francis Marion & Sumter NFs	Greenwood, SC	GRD
	Savannah River	803-725-3891	168.650 Tn.110.9	33 21.57/81 41.05	Savannah River	New Ellenton, SC	AGS
TN	Copperhill	423-496-9988	169.925 tn.103.5	35 0.16 / 84 34.5	Cherokee NF	Ducktown, TN	1A3
	Greenville	423-639-6275	169.875 tn.100.0	36 12 / 82 49	Cherokee NF	Greenville, TN	GCY
	Bowman	423-639-6275	169.875tx tn.100.0	36 10.33/82 31.33	Cherokee NF	Jackson Farm, TN	
	Sevierville	865-436-1304	168.650 Tn.110.9	35 51.5 / 83 31.7	Great Smoky Mts. NP	Sevierville, TN	GKT
TX	Lufkin	936-875-4786	168.750 tn.110.9	31 18.66/94 49.3	NFs in Texas	Lufkin, TX	LFK
	Huntsville	936-875-4786	172.275 tn. 100.0	30 44.813 / 95 35.23	NFs in Texas	Huntsville, TX	UTS
VA	Abingdon	276-628-5224	171.575	36 41.2 / 82 02.0	GW/Jeff NFs	Va. Highland, VA	VJI
	Weyers Cave	540-234-0811	171.525	38 15.8 / 78 53.8	GW/Jeff NFs	Shenandoah Valley, VA	SHD

Helicopter Support Equipment
If not provided locally, helicopter support kits, rescue kits, extraction kits etc. must be ordered.

TEMPORARY FLIGHT RESTRICTIONS (FAR 91.137)
Reference the "Interagency Airspace Coordination Guide (07/2003)" (CHAPTER 6 Temporary Flight Restrictions and Advisory NOTAMS) for pertinent information.

In the Southern Area, requests for temporary flight restrictions are made by the State Coordination Centers directly to the appropriate FAA Air Route Traffic Control Centers (ARTCC). SACC Aircraft Desk will request TFRs only in unusual circumstances. Document requests for Temporary Flight Restriction on an Aircraft Resource Order.

TFRs in the USA may be found at: http://tfr.faa.gov/tfr2/list.html. Where there are active incidents within the Southern Area, request the information on existing TFRs from the State Coordination Centers. The aircraft desk should be made aware of existing TFRs since SACC Aircraft Desk frequently receives inquiries regarding existing TFRs. TFRs are not considered to be in effect until the FAA has issued a Notice to Airmen (NOTAM) regarding the specific TFR.

Typical TFRs are requested in a five (5) mile radius of a given point and 2,000 feet above highest point (MSL). However, TFRs may be requested in any configuration desired depending on the situation, topography, amount of air traffic etc.

Reference 91.137; placing a TFR over an incident area does not automatically eliminate non-tactical aircraft from the area. Note the exceptions for law enforcement and news media in the FAR.
It is highly recommended that an Airspace Coordinator be ordered in those cases where airspace is complex or numerous aircraft are deployed. If an Airspace Coordinator is needed, contact SACC Aircraft Desk.

MILITARY TRAINING ROUTES AND SPECIAL-USE AIRSPACE
Military Training Routes and Special Use Airspace presenting conflicts with incident related Aviation activities will be identified by local units. The source for this information is AP-1B, Flight Information Publication, "Military Training Routes" and the AP/1A FLIP, "Special Use Airspace." It is recommended that State Coordination Centers maintain a current edition of these documents. Special Use Airspace information should be organized for easy and rapid utilization; i.e., displayed on dispatching maps, with conversions for legal description to latitude/longitude prepared.

Further direction may be obtained in the Interagency Airspace Coordination Guide.

Flight restrictions involving Military Training Routes (MTRs) require additional notification of that closure to the controlling military base. MTRs & SUAs require deconfliction prior to requesting a TFR.

AIRSPACE CONFLICTS
All airspace conflicts, including accidents (mid-air collision), incidents (near mid-air collision), hazards (intrusions into airspace restricted under Title 14 CRF part 91.137 Temporary Flight Restrictions), and other occurrences involving airspace shall be reported immediately by the individual involved with or observing the conflict to the local unit dispatch office or aviation manager.

The local dispatch office or aviation manager shall, upon notification of a conflict, report the occurrence and furnish the documentation to the appropriate aviation officer at the state, regional, or area level. A courtesy call shall also be made to SACC Aircraft Desk and a SAFECOM initiated for record.

Local Hazard Maps
A Local Hazard Map, with constant updating as changes occur or updated annually at a minimum, will increase the pilot's awareness of existing "wire" or "obstacle" hazards, which may be encountered during operations at low altitudes.

NEWS MEDIA AIRCRAFT
News media aircraft are only permitted into the incident restricted airspace with the permission and control of the incident management team. Media aircraft must have incident radio frequency capabilities and must receive complete briefing prior to entering the restricted area. It is recommended that when extensive fire activity is occurring, news media be provided with information regarding TFRs and with the appropriate frequency to contact either the aircraft or the dispatch office managing air traffic over the incident (See FAR 91.137).

LAW ENFORCEMENT AIRCRAFT
Law Enforcement aircraft will frequently operate in an incident area. These aircraft are authorized to do so regardless of whether they are associated with the incident. It is recommended that law enforcement agencies and local fire departments that have aircraft be provided with information related to the TFR and with the appropriate frequency to contact either the aircraft or the dispatch office managing air traffic over the incident.

FAA TEMPORARY CONTROL TOWER OPERATIONS
Refer to the National Interagency Mobilization Guide, Chapter 50.

DEDICATED RADIO FREQUENCIES
Refer to the National Interagency Mobilization Guide, Chapter 50.

INTERAGENCY INTERIM FLIGHT AND DUTY LIMITATIONS
Refer to the Interagency Standards for Fire and Fire Aviation Operations (Red Book), Chapter 16.

FEDERAL EXCESS PROPERTY PROGRAM (FEPP) AIRCRAFT
Several States operate aircraft obtained under the Federal Excess Property program. Generally, these aircraft are used by the States primarily for fire related activities. They cannot be planned for use on Federal projects. However, the following conditions apply to these aircraft:
➢ The States may utilize FEPP aircraft to combat fires on federal lands when the action is taken to protect adjacent non-federal lands.
➢ FEPP aircraft may be ordered ONLY for initial attack on federal lands, and only if all of the following conditions are met:
  • The ordering unit certifies that no commercial source aircraft are available (suggest this be done directly on the resource order), and
  • The FEPP aircraft meets the criteria of timeliness and cost efficiency (in essence, it is the closest aircraft to attack the fire), and
  • The FEPP aircraft is released as soon as possible and not planned for extended attack, and
  • The Federal agency places an order for a non-FEPP replacement aircraft immediately. Reference FSMs 3000 and 5700 and FSH 5709 for more details.

FREQUENCY MANAGEMENT
Aviation activities related to incidents in the Southern Area may become very complex because of the population density; numerous private, commercial, and military aircraft; complex airspace and other factors. The single biggest risk in the Southern Area is related to communications or the lack of communication between aircraft and between aircraft and ground personnel.

Each State Coordination Center is allocated primary Initial Attack AM Air-to-Air and FM Air-to-Ground frequencies annually from National Incident Radio Support Cache (NIRSC). Some states are broken up into zones. State Coordination Centers are authorized to assign the primary Initial Attack AM Air-to-Air Frequency and any of the Initial Attack FM frequencies within their dispatch area. Units under their respective State Coordination Center will coordinate with the State Coordination Center anytime there is a need to use a primary Initial Attack AM Air-to-Air and/or Initial Attack FM Air-to-Ground frequencies.

As the incidents or conditions become more complex, frequencies are ordered as follows:
  • State Coordination Centers will place an aircraft resource "A" orders to the SACC Aircraft Desk for discrete AM/FM frequencies, secondary Initial Attack Air-to-Air frequency, tertiary Initial Attack Air-to-Air frequency, specific incidents and/or preplanning for multiple incidents.
  • SACC will fill secondary Initial Attack Air-to-Air frequency and tertiary Initial Attack Air-to-Air frequency.
  • SACC will place frequency orders to NICC for discrete AM/FM frequencies, specific incidents and/or preplanning for multiple incidents. NICC will forward the request(s) to NIRSC

When the incident has ended or a frequency is no longer needed, that frequency must be released back to NIRSC in ROSS.
The following Forest Service frequency managers are available to help answer specific communication issues in those areas referenced on Forest Service incidents.

➢ **Frequency Manager:**

Southern Region
Jerry Patrick: Cell: 601-942-2786 Office: 601-965-6153

SAFECOMS
Anyone who observes or becomes aware of a situation related to aviation that is or could result in an aviation safety situation may initiate a SAFECOM.

SAFECOMs may be entered and current SAFECOMs read by accessing the SAFECOM website at https://www.safecom.gov/. If the initiator does not have internet access, the information needed to complete a SAFECOM should be forwarded to the State Coordination Center for input.

SUNRISE/SUNSET TABLES
These tables are available through the internet at:
http://aa.usno.navy.mil/data/docs/RS_OneDay.html